DEFENSE ENVIRONMENTAL RESTORATION ACCOUNT

Inventory Report for

ANNETTE ISLAND LANDING FIELD
ALASKA

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Contract No. DACA85-85-C-0074

Prepared by

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U.S. Army Engineer District, Alaska

FOREWORD

This report is submitted in partial, fulfillment of Contract No. DACA85-85-C-0074 dated August 7, 1985, between the U.S. Army Engineer District, Alaska, and Sverdrup & Parcel and Associates, Inc., of Anchorage, Alaska.

The report presents findings of research and a site visit investigating Department of Defense (DOD) debris at the Annette Island Landing Field , Alaska.

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I INTRODUCTION

The Annette Island Landing Field has been identified by the U.S. Army Engineer District, Alaska, as a site potentially eligible for environmental restoration under the Defense Environmental Restoration Account (DERA). The purpose of this project is to determine if the site merits restoration design or should be eliminated from the restoration site list.

II LOCATION

The Annette Island Landing Field site is located on the southwest peninsula of Annette Island, an Indian Reservation approximately 20 miles south of Ketchikan, Alaska. (See Appendix A for USGS map and Appendix B for site plan.)

The coordinates-of the Landing Field site are:

Latitude: 55° 03' N
Longitude: 131° 35' W

The total area of the Annette Island Landing Field site is recorded to be 12,783.03 acres.

III MILITARY HISTORY

The Annette Island Landing Field was comprised of 3 land tracts. The first tract consisted of 10,728 acres and was acquired under Use Permit from the Department of Interior in August 1940. A second tract of 1,314.52 acres, located east of Tamgas Harbor, was acquired under Use Permit from the Department of Interior Bureau of Indian Affairs in January 1941 for use-as-a-water supply. The third tract of 740.51 acres, acquired by agreement with the Council of Annette Island Reserve in August 1942, was also used as a water supply.

At the Annette Island Landing Field site, the Army constructed and operated two runways, aviation facilities (taxiways, hangars, revetments, and fuel storage), 4 Panama Mounts for coast artillery battery, and associated camp facilities (housing, utilities, hospital, storage, and docks). The Navy established and operated a Naval Auxiliary Air Facility, consisting of a seaplane ramp and parking area, 2 six-inch gun emplacements, and housing, utilities, administration and storage facilities. In addition, housing facilities were constructed for use by the Royal Canadian Air Force, as they also used this site as a training base.

The 1,314.52 and 740.51 acre tracts were relinquished to the Department of Interior Bureau of Indian Affairs in June 1945 and

July 1949, respectively. In July 1949, 4,880 acres (including

runway and other improvements) were transferred to the Civil Aeronautics Administration (CAA). The remaining portion of the 10,728 acre tract was apparently returned to its current owner now known as the Metlakatla Indian Community Council of Annette Island Reserve (MICC).

Portions of Annette Island were again used by the military at a later date. In 1958, the Army leased 171.45 acres at Davison Point for use as a radar site. Debris from this period includes 2
concrete radar-support structures. The Air Force established a White Alice Communication Station at Smuggler Cove in 1961. Debris from this installation includes 2 large antennas, 2 build-ings, and storage tanks. These facilities are covered in the inventory reports for Davison Point Radar Site and Smuggler Cove WACS, respectively.

IV OWNERSHIP

The present owner-of the Annette Island Landing Field site is the Metlakatla Indian Community Council (MICC).

The Annette Island Indian Reserve, encompassing all of Annette Island, was established in 1891 as a reservation for use by the Metlakatla Indians. The U.S. Department of the Interior Bureau of Indian Affairs granted to the War Department permission for temporary use of the Annette Island Landing Field site from 1940 to 1949.

After 1949, certain buildings and parcels of land were leased at various times by the MICC to the CAA (later called the Federal Aviation Administration or FAA), the U.S. Coast Guard (USCG), the Department of Education, the State of Alaska Department of Transportation and Public Facilities (ADOT&PF), --Pacific Northwest Airlines, and Western Airlines. None of these agencies or parties currently occupy the site.

The MICC is very interested in restoration of this site. However, some of the facilities are presently being used by the community. The MICC should be contacted (see Appendix G) to review this inventory report and verify which items should be removed.

V FIELD INVESTIGATION

On September 10 and 11, 1985, Mark Anton and Bruce Christie of Sverdrup & Parcel and Associates, Inc. visited the Annette Island Landing Field. The site was reached by chartered floatplane from Ketchikan. The weather was overcast with occasional light rain.

Mr. Gordon Thomson and Mr. Greg Argel of the MICC were interviewed at the site. They accompanied the crew during the initial part of the investigation, identifying debris locations.

VI INVENTORY OF DEBRIS

Annette Island is typical of Southeast Alaska islands with a rocky shoreline and thick vegetation. The DOD debris lies on essentially flat terrain. The vegetation has been cleared in most areas where DOD debris is found. Roads from the city of Metlakatla to the site are either paved or gravel and are in good condition.

The number of facilities abandoned on the site is extensive and is shown in detail in Appendix C. A brief summary of the findings are below.

Included within the site are two runways: 300' x 6,000' and 300' x 7,500' with water-bound macadam surface, taxiways and aprons, and a rock-filled seaplane ramp of 60' x 600'.

Facilities identified included 17 quonset huts, 19 wood frame buildings with wood siding; 5 wood frame buildings with metal siding, and 4 building foundations. Other buildings include a recreation hall, chapel, school, hangar, three storage sheds, airfield tower, and five miscellaneous. buildings. Several other buildings are presently being used by MICC. These buildings include the PNA Apartments, Elk's Club, former Coast Guard Quarters, and 13 miscellaneous buildings.

Miscellaneous structures include abandoned trucks, wood walkways, two 4,000 gallon fuel tanks, one large tank (no capacity identified), a fuel tank facility called the-Standard Oil storage

farm (which includes 18 tanks ranging from 20,000 gal. to 50,000 gal.), and a 467 ft. wooden dock.

Debris inside many of the buildings includes refuse piles, abandoned autos, paint cans, water heaters, and other miscellaneous debris. Of specific interest inside the abandoned hangar are two large boilers, 55-gal drums, one small transformer, 26 large transformers, seven boats, electric motors, rolls of chicken wire, radiators, etc.

The following items could contain hazardous/toxic material and should be sampled:

0 Three drums in the hangar labeled "calcium hyperchloride"

- Possible presence of asbestos in the insulation, pipe runs, ceiling tiles, cement wall boards, boiler insulation, and boiler door seals of various buildings.

- PCBs could be present in the transformers and capacitors in the hangar building.
- Oil spills and wastes in the hangar.
- Cans labeled "dry cleaning solvent" in the hangar.
- Generators in the hangar.
- Four tanks labeled "sulfur dioxide" in the former Coast Guard building (Area D).
- Fuel storage tanks (Area B).
- Below-ground gasoline storage tanks (Area B).
- Abandoned tanker truck (Area B).
- Drum labeled "Scalex L-22" (Area B).
- Drum of scale inhibitor for boilers (Area D).

A review of aerial photographs of the Annette Island Landing Field site revealed structures and other -areas of debris that were not located during the tour of the island with Mr. Argel and 'Mr. Thompson. Since it is not possible to identify the condition or origin of the debris from the aerial photos, a more detailed inventory is required before any restoration design is attempted. Additional debris that may be of DOD origin and is not included in Appendix C includes approximately 65 buildings, 25 foundations, 18 towers, and 9 storage tanks. The approximate locations of this additional debris are shown on the site plan (Appendix B).

Items which appear salvageable include buildings rated "1" in Appendix C and steel members of various structures such as the hangar building, quonset huts, and tower. Other possibly salvageable items include the large capacity tanks in the Standard Oil storage farm and the smaller tanks located in Area B (Appendix B).

VII RESTORATION CONSIDERATIONS

A 5-acre landfill owned and used by the MICC exists on Annette Island and may be used to contain the residue from combustible debris. The landfill location is shown on the map in Appendix B. The MICC has indicated that they would permit a burial site for non-combustible debris elsewhere on Annette Island with the location subject to their approval.

Annette Island can be reached by air or water. There i s a scheduled ferry from Ketchikan to Metlakatla; however, it operates only 4 days a week during the summer months and is somewhat time-consuming. Limited lodging and 'dining facilities exist on the island. at the Metlakatla Inn. Depending on the crew size, a construction camp may be required at the site or the crews could be transported daily from Ketchikan where complete facilities are available.

The Annette Island Landing Field site was used as a major refueling stop during World War II. Although no structure was found to indicate historical significance, the site may have historical value due to its use during World War II.

VIII RESTORATION ALTERNATIVES

A. Structures to remain as requested by the MICC

1. Sample for asbestos. If asbestos is found, MICC should be notified of results for negotiations or determination of cleanup efforts desired.

2. No action on other debris.

B. Combustible debris

1. Demolish structures, consolidate debris, and haul to permitted landfill for burying or burning.

2. Demolish structures, consolidate debris, and burn in controlled area on site. Bury ashes-on site or haul to landfill.

3. No action.

C. Noncombustible debris

1. Level all structures and foundations to grade, consolidate debris, haul to permitted landfill, and bury.

2. Level all structures and foundations to grade, consolidate debris, and bury in designated area on site.

3. No action.

D. Hazardous/Toxic material

An extensive sampling program should be undertaken to determine the types and locations of hazardous substances present at the site.

1. Oily waste (soils)

a) Collect and haul contaminated soil to permitted landfill if Alaska Department of Environmental Conservation and MICC approval can be granted.

b) Collect contaminated soil and place in DOT-approved drums for shipping to approved disposal site.

2. Fuel, oil, and chemical tanks and drums

Drain liquid from containers or repack containers into DOT-approved drums for shipment to recycler or approved disposal site.

Alternatives for disposal of the tanks include:

a) Clean tanks and haul to approved landfill.

b) Clean tanks, consolidate, and bury on site in approved area.

c) Salvage tanks for reuse.

d) No action.

3. Compressed gasses (such as sulfur dioxide tanks)

Containers that may hold compressed gasses should be shipped to the manufacturer or to an approved disposal location.

4. Asbestos

Prior to demolition of structures where asbestos is found,, remove materials containing asbestos in accordance with applicable standards, and place in permitted landfill sites.

SIONS AND RECOMMENDATIONS

The site is eligible for DERA, based upon the presence-of military. debris and the owner's desire for restoration.,

- - ----- (--of the island)
This report should be sent to the MICC the owner

to determine the extent of restoration desired.

Those facilities which the MICC wants removed should be demolished and disposed of by burial, incineration, or transport from the island. The most economical and environmentally desirable method for disposal of DOD debris from the site should be determined. Alternatives B1 and C1 (haul debris to permitted landfill for burying and/or burning) would cause the least disruption to the environment of the site. If this nearby landfill is not available, efforts should be made to establish a landfill and/or burning area on the site(Alternatives B2 and C2).

It is recommended that a sampling program be initiated to determine the content and extent of hazardous/toxic material on site. Soils contaminated with oily wastes should be collected and hauled to a permitted landfill -on the island if ADEC and MICC - approval can be granted. Drums containing fuel, oil, or chemicals should be repacked into DOT-approved containers for shipment to a recycler or approved disposal site. Storage tanks containing fuel or oil should be salvaged when in good condition or cleaned and hauled to an approved landfill. The contents should be placed in DOT-approved containers for shipment to a recycler or approved disposal site. Compressed-gas containers should be shipped to the manufacturer or to an approved disposal location. If asbestos is found in buildings that are to be demolished, it should be removed prior to demolition and placed in a permitted landfill. If asbestos is found in -buildings that are to remain, then MICC should be notified of results for negotiations or determination of clean-up efforts desired.,

Due to the service this facility provided during. World, War II, further investigation should be made to determine any historical significance and possible use as a historical site.

X COST ESTIMATE

The conceptual estimated cost of the recommended restoration is as follows (See Appendix E for NPD Form 26A and Appendix F for DD
Form 1391):

Demolition of buildings and removal of miscellaneous debris; bury at approved location (1)	$950,600
Asbestos Sampling	58,100
Sampling, storage and disposal of suspected hazardous wastes (2)	74,900
	$1,083,600

(1) Estimate assumes that asbestos is not found and does not require removal prior to demolition; also, that a burial site for the debris can be located within a 4-mile radius of the Annette Island Landing Field site.

(2) Estimate assumes that the suspected hazardous wastes are present and require disposal by an approved method.